

their rule. One would think that the spectacle which the United States presents would cure all that. Our country as an ally of Great Britain would be worth vastly more to her, were she in trouble than it would be as a colony. The Kaiser is hurrying to completion a great navy. Justly or not the world believes his dream is to found a lesser Germany in Southern Brazil. It would be vastly better for him and his people to try to create a country there which would, a few years hence, be to Fatherland what the United States is to England. Russia in her lust for land, for trade and for power, years ago laid her plans to dominate the Pacific. So far she has accomplished nothing save to set the Mongolian hive swarming. If she is victorious, then there will be a menace over Western Europe from her power. If she fails what will the Mongolian do? Suppose to the millions of Japan, China and India the word goes out that the hosts of the great White Czar have been rolled back by unsupported little Japan, what then?

Then Russian had not the motive which impels central and western Europe to want more land, she already has plenty, and had she kept out of this war and used the money that it is costing to secure for her poor millions better homes and better schools, how different the results would have been.

The real trouble is, the earth's rulers have not yet learned the great truth that all men are created free and endowed with certain inalienable rights and that the Government which acknowledges those facts and gives to its people the chance to work and to own what they earn, is the Government that is most secure and honored.

When the nations meet and agree to reduce their armies and navies, that their hosts of consumers may become producers, and given a chance to take and possess the world's uncultivated acres and to enjoy what they produce, then the world's heart-burnings and sorrow will begin to pass away; then there will grow up in men's hearts a respect for righteous laws; then a higher patriotism will be the rule and the

world will begin to gravitate toward the millennium.

A dispatch says that General Ostrehaus, in very broken English, thanked the Chicago convention for inviting him to a seat on the stage. His English has always been a little broken. He was with Hooker on Lookout Mountain in "the fight above the clouds." He was pushing his command so rapidly that General Hooker sent an aide to him to explain that he was moving too fast, to halt until the supports came up. He read the order, then turning to the aide said: "My compliments to the Shenneral, and told him it is all right to keep a lookout and in about ten minutes he will see us making dese rebels hell-smell." Surely he is entitled to a seat on the stage anywhere where Americans meet.

#### THE TURBINE ENGINE.

It surely looks as though the steam engine was about to become obsolete. The coming force or rather the force that has come, is electricity, and the agents to generate the force are about to be reduced to falling water and the steam turbine. A fine article on the turbine is in the current Review of Reviews. The extreme limit of the steam engine has about been reached. The greatest achievement is in some of the German trans-Atlantic liners. The Kaiser Wilhelm has 40,000 horsepower, which drives the great ship at the rate of 22 or 23 knots per hour, but the old Cunard company is building two turbine ships that will be each of 60,000 horsepower and it is expected that they will cross the Atlantic at the rate of 25 knots per hour from pier to pier, or in 5 days and 8 hours. Then the motion of a steam engine is not steady; no crank motion can ever be equal all the way round. This fact gives large engines a great deal of vibration and when 25,000 horsepower engines are driving a ship at full speed the vibrations are most disturbing to ordinary nerves. All this is avoided in ships driven by turbines. There is a perfectly rotary motion and without jar. Then there will be an

immense saving in the space required for them; they are altogether less complicated in construction, and finally it is claimed that where tried on land they consume one-third less fuel than the steam engine consumes. They are swiftly coming into general use. Their advantages over the steam engine seem to be (1) a saving in cost; (2) a saving in space; (3) less cost for repairs; (4) absence of vibration; (5) less liability to accidents; (6) great saving in fuel.

We think it would be a good scheme for our city authorities, before bargaining for a new lighting plant to write to Milwaukee to the Allis works and get estimates for a turbine plant of sufficient power to do all that is required and see if it would not be economy for the city to build its own plant. We are not sure but it would be economy for every business block to establish an independent plant of its own. They are now running in many places in the East, in Europe and South Africa and one American-built turbine driving electric motors to operate a manufacturing plant has carried a 33 per cent overload steadily without apparent harm. That is equivalent to making a thirty horsepower engine do a forty horsepower engine's work. Again, there being no internal lubrication used in a turbine, the condensed steam goes untainted by oil to the tank and can be used over and over in the boilers. They only require one-third the space of a steam engine of the same capacity. There is not half the danger of break-downs that the steam engine is subject to, not nearly as much knowledge needed to handle the engine as the steam engine requires. It is an old principle, but the efficiency given it now makes it one more miracle that science has performed.

A contemporary thinks it ridiculous to compare the fighting of the Russians at Vafangow with the fighting of those Russians who were at Boridino where the Russians suffered a loss, in killed and wounded of 50,000 men. But at Boridino the Russians had 140,000 men engaged, so

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